

**CITY OF MOUNTAIN VIEW  
MEMORANDUM**

DATE: May 12, 2004

TO: City Council

FROM: Helen Kim, Project Manager  
Cathy R. Lazarus, Public Works Director

SUBJECT: MAY 18, 2004 STUDY SESSION – UPDATE ON THE STEVENS CREEK  
TRAIL, REACH 4, SEGMENT 2 ENVIRONMENTAL REVIEW PROCESS

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**PURPOSE OF STUDY SESSION**

The purpose of this study session is to update the City Council on the progress of Stevens Creek Trail, Reach 4, Segment 2 and summarize the environmental issues addressed in the project Environmental Impact Report (EIR).

**BACKGROUND**

The Stevens Creek Trail was first identified as a regional recreational asset more than 30 years ago and included in the Regional Parks, Trails and Scenic Highways Element of the Santa Clara County General Plan. Conceptual plans for the trail were defined in a 1980 report, "Stevens Creek: A Plan of Opportunities." In 1991, the "Stevens Creek Trail Wildlife Corridor Feasibility Report" was adopted by the City Council and set out the basic plan for developing the trail. The trail was envisioned as part of a regional trail system that includes a trail along the ridge of the Santa Cruz Mountains and the Bay Trail that encircles San Francisco Bay.

In 1991, Reach 1 from Shoreline at Mountain View to La Avenida was completed. This one and one-half mile reach was followed in 1996 by the opening of the one-mile Reach 2 from La Avenida to Whisman School and Park. Three years later in 1999, another mile of the trail, Reach 3, was opened from Whisman School to Landels School. In October 2002, the one-half mile Reach 4, Segment 1 from Landels School to Yuba Drive was completed.

Around 1998, during project development to extend the trail from Landels School to Yuba Drive, the City considered the possible extension of the Stevens Creek Trail beyond Yuba Drive to the southern portion of Mountain View. In that year, the City held two community meetings, including a workshop on the proposed extension, and

the Parks and Recreation Commission (PRC) discussed the proposal at a special meeting. Notices for these meetings were sent to residents in the area (shown in Exhibit 1) and included over 3,000 mailings.

In response to public comments and concerns heard at these meetings, the City Council, on October 13, 1998, approved studying the feasibility of extending Stevens Creek Trail from Yuba Drive to Mountain View High School (referred to as Reach 4, Segment 2), including access on the east and west sides of State Route 85. The feasibility study was to address issues of trail safety, parking, traffic, fire protection and environmental concerns, and with maximum public input throughout the study process. The 1.7-mile Reach 4, Segment 2, if approved, would complete the trail within the City of Mountain View. The feasibility study evaluated two primary alignment alternatives and one variation, and included many potential trailheads and neighborhood access points as shown in Figure 1. To maximize public participation and gather public and agency comments about the proposed trail extension, the study team held four public focus meetings with neighborhood residents and a community meeting. In May 2001, the PRC held a special meeting to consider the draft feasibility study and receive public comments and forwarded recommendations to the City Council. The study determined that an extension of the trail to Mountain View High School is feasible and identified a preferred alignment based on feedback from the community.

On June 27, 2001, the City Council approved the PRC's recommendation with amendments to:

- Approve the Stevens Creek Trail, Reach 4, Segment 2 feasibility study.
- Endorse the feasibility study's Alignment Alternative 2 (Preferred Alignment).
- Endorse west side access points, in order, at Sleeper Open Space, Kentmere Court and El Camino Real; and east side access points, in order, at Dale Avenue/Heatherstone Way curve and Continental Circle.
- Open each Reach 4 subsegment as construction is completed.
- Pursue a full EIR for the proposed project with a fire protection plan and safety and security elements to be included in the scope of the EIR.
- Emphasize fire protection in the design of the trail.

The objectives of the proposed project are to:

- Provide a creek trail along Stevens Creek for the transportation and recreation needs of the community.
- Safely link the City's residential areas east of State Route 85 with the west side of State Route 85 where Mountain View schools and most parks are located.
- Provide the final reach of the Stevens Creek Trail through the City of Mountain View, which minimizes or avoids potential significant environmental impacts.

The June 27, 2001 staff report recommending approval of the feasibility study, and Council meeting minutes are included as Exhibit 2. Exhibit 3 is a chronology of major events in the development of the proposed project.

#### **PREFERRED ALIGNMENT AND ACCESS POINTS FOR REACH 4, SEGMENT 2**

The preferred alignment of the proposed Reach 4, Segment 2 trail extension as recommended by the PRC and endorsed by Council is shown in Figure 2 and begins at Yuba Drive and travels south on the east side of Stevens Creek to El Camino Real where it would cross under the roadway in a tunnel. The trail would continue southward through the meadow between State Route 85 and the east side of the creek for a distance of approximately 3,300', and then be elevated over State Route 85 on a pedestrian bridge structure to the intersection of Dale Avenue and Heatherstone Way on the east side of the highway. For this segment of the trail, neighborhood access points are proposed at El Camino Real, Kentmere Court and the Sleeper Open Space on the west side of State Route 85, and Continental Circle and Dale Avenue/Heatherstone Way curve on the east side of State Route 85. The access points at Kentmere Court and Sleeper Open Space would be connected to the trail by prefabricated single-span bridges over the creek that would be designed and placed to reduce impacts to the creek and its riparian vegetation.

From the intersection of Dale Avenue/Heatherstone Way, the trail would travel southward adjacent to the existing State Route 85 sound wall (either along a private trail easement or Caltrans right-of-way) to the Village Court area. The trail would continue approximately 3,000' southward paralleling State Route 85 and past the Permanente Creek bypass channel to a meadow where it would be elevated on a bridge structure over State Route 85 to the southern terminus and proposed trailhead at the City-owned parcel next to Mountain View High School.

## **ENVIRONMENTAL REVIEW PROCESS**

In California, public and private projects are governed by the environmental requirements and guidelines set forth in the California Environmental Quality Act (CEQA) of 1970, and those projects that have a significant environmental effect require the preparation of an EIR. CEQA requires that State and local agencies disclose and consider the environmental implications of their actions. It further requires agencies, when feasible, to avoid or reduce the significant environmental impacts caused by their decisions.

The basic objectives of CEQA are as follows: (1) to inform government decision-makers and the public about the potential environmental effects of proposed activities; (2) to identify the ways that environmental impacts can be avoided or significantly reduced; (3) to prevent significant, avoidable environmental damage by requiring changes in the project, either by the adoption of alternatives or imposition of mitigation measures; and (4) to disclose to the public why a project was approved if that project would have significant environmental effects.

In August 2001, the City hired an environmental planning firm David J. Powers and Associates (Powers) that specializes in CEQA documents to prepare the project EIR.

A Notice of Preparation (NOP) defining the issues to be examined in the EIR was circulated in October 2001 per CEQA Guidelines. During the 30-day public comment period, a public scoping meeting was held to provide residents an opportunity to comment directly to the City and Powers on the aspects to be considered in the EIR. The residents raised concerns about riparian and wildlife impacts, fire protection, erosion of creek banks and traffic impacts.

Powers used the input collected from the scoping meeting, information from the Stevens Creek Trail, Reach 4, Segment 2 feasibility study and conducted supplemental studies to prepare a Draft EIR for the project. In addition to the preferred alignment alternative (proposed project), per CEQA, the Draft EIR considered five other alternatives based on the feasibility study and public input for comparison with the proposed project. The alternatives were considered based on their ability to meet project objectives and their environmental impacts. Figure 3 is a description of other alternatives and comparison to the proposed project.

## **ENVIRONMENTAL IMPACTS ADDRESSED IN THE DRAFT EIR**

The examination of possible environmental effects related to the construction of the proposed Stevens Creek Trail, Reach 4, Segment 2 project did not reveal any permanent

significant impacts. The Draft EIR investigated the following areas of potential environmental effects:

1. Land use and planning.
2. Transportation and circulation.
3. Air quality.
4. Noise.
5. Geology, seismicity and soils.
6. Hydrology and water quality.
7. Vegetation and wildlife.
8. Hazardous materials and public safety.
9. Cultural resources.
10. Visual resources.
11. Utilities and services systems.
12. Energy.
13. Socioeconomic environment.
14. Public services and facilities.
15. Safety and security.
16. Cumulative impacts.
17. Growth-inducing impacts.

All potential impacts identified in the Draft EIR were found to be either "less than significant" or "potentially significant but reduced to less than significant with defined mitigation measures."

#### **COMMENTS AND RESPONSES ON THE DRAFT EIR**

In July 2002, the project Draft EIR was completed and circulated for the 45-day public review period. A public meeting was held on August 1, 2002 to give the public an opportunity to provide comments. The City received 314 comments from 47 organizations, public agencies and individuals on the Draft EIR. The comments focused mainly on impacts related to fire protection, safety and security, riparian and wildlife habitat, geology, traffic and parking, and cumulative impacts of other projects when considered with the proposed project. The majority of the comments were related to the portion of the trail on the east side of State Route 85 between Village Court and the Permanente Creek bypass channel. City and Powers prepared responses to the comments. A draft of Section I (Purpose and Format of Final EIR) and Section II (Comments and Responses) that will become a part of the Final EIR are included as Exhibit 4.

### Modified Trail Alignment from Village Court to Permanente Creek Bypass Channel

In response to public and agency comments, the City hired the engineering firm of Nolte and Associates to reevaluate the area where the proposed project would have the greatest impact on the creek corridor – between Village Court and the Permanente Creek bypass channel where the preferred alignment originally called for three creek crossings. Based on this investigation, the trail alignment evaluated in the Draft EIR for this area has been modified in two places to significantly reduce the environmental impacts from those identified in the Draft EIR. The modified alignment locates the trail along the inside (creek side) of the freeway sound wall and reduces creek crossings from three to one. The original and modified trail alignments are shown on Figure 4. The Village Court area and the Permanente Creek bypass channel area where the modifications would occur are referred to, respectively, as A7 and A9.

The modified alignment for A7 proposes a single-span crossing of Stevens Creek near Village Court adjacent to the State Route 85 sound wall. Where the creek bank is particularly narrow, the trail would be on a structure that is either supported on piers or attached to the foundation of a reconstructed sound wall to minimize disturbance to the creek bank and avoid the need for a retaining structure on the bank.

The modified alignment for A9 proposes a single-span bridge crossing of the Permanente Creek bypass channel adjacent to the State Route 85 sound wall and avoids crossing Stevens Creek. This modification eliminates two previously proposed crossings of the creek, a pier within the banks of the creek and concrete riprap as described in the Draft EIR.

Construction of both of these modified crossings is proposed from the freeway side of the sound wall, minimizing disturbance to the creek banks and eliminating the need for operating equipment in the creek channel.

A supplemental biological resources report was prepared based on the modified trail alignment, and the results identified significant reductions of disturbance to riparian and shaded riverine aquatic (SRA) habitats. The supplemental report also includes a further analysis of the portion of trail between Yuba Drive and El Camino Real in response to a California Department of Fish and Game request for more information in this area. More information on the reduction of riparian and SRA impacts from the modified alignment is included below under the discussion of riparian and wildlife habitat comments.

A discussion of public comments and responses about fire protection, safety and security, riparian and wildlife habitat, geological impacts, traffic and parking, and cumulative impacts follows.

### Fire Protection Comments

The City received extensive comments regarding fire protection for the trail area. The 2001 Stevens Creek Trail, Reach 4, Segment 2 feasibility study included a Fire Protection Plan prepared by the Kelly Day Group of Sacramento that provided recommendations for fire protection services for the trail. For the Draft EIR, the 2001 Fire Protection Plan was refined in consultation with the City of Mountain View Fire Department, and the plan was retitled the Emergency Services Study (ESS). The Fire Protection Plan refinement reflects the characteristics of the preferred trail alignment and recognizes that there are different approaches to responding to fire emergencies and reflects current policies and procedures of the City of Mountain View Fire Department regarding fire and emergency response in an area such as Stevens Creek Trail.

Most of the fire protection comments received questioned why some of the recommendations proposed in the 2001 Fire Protection Plan were not included in the ESS, most notably the construction of a water line and fire hydrants along the entire length of the trail, and closing the trail during the fire season. Another issue raised repeatedly is access to the trail area for public safety personnel and the increased risk of fire from the addition of trail users to the area. Each of these concerns is discussed briefly below.

- **Water Line and Fire Hydrants Along Entire Trail**

The City of Mountain View Fire Department determined that the installation of new fire hydrants along the entire length of the proposed trail is unnecessary and inconsistent with the City's approach to responding to open space/trail fires, would restrict the mobility of fire suppression equipment and possibly endanger firefighters, and is inconsistent with the conditions found along other local trails.

According to the City of Mountain View Fire Chief, the most effective strategy for responding to open space fire incidents is to combat the fire with a mobile team of firefighters, equipment and water trucks rather than connecting fire hoses from stationary trucks to hydrants along the trail. Connecting fire hoses to stationary hydrants restricts the mobility of fire suppression equipment and personnel, limits their ability to keep up with a moving fire, and could endanger firefighters.

On Stevens Creek Trail, the City of Mountain View Fire Department indicated it would combat open space/trail fires with a Brush Patrol apparatus and water trucks (if necessary). The City owns two water trucks and the Fire Department has priority on their use. This is the method currently employed on existing reaches of the trail. For fire and emergency services within the creek corridor, fire crews would access the trail area through the existing open meadow area at El Camino Real and openings in the existing sound wall and chain-link fencing along State Route 85 where appropriate. Additional openings in the sound wall and fencing will be identified during project design, located in coordination with Caltrans and built as part of the project. Fire crews would continue to provide fire protection of homes and other structures adjacent to the creek corridor by using fire hydrants located on public streets.

The construction of the proposed trail and additional access points would improve the delivery of fire and emergency services to these open space areas that are currently difficult to access, such as the area between Village Court and the Permanente Creek bypass channel, thus improving emergency response times.

Using mobile fire equipment rather than stationary water sources to combat open space/trail fires is a common practice of other local fire jurisdictions with similar trails, such as Santa Clara County and the City of San Jose. Also, constructing the creek trail without a water line and fire hydrants along the entire length is consistent with the conditions found on other local trails, such as the Los Alamitos Creek Trail and Coyote Creek Trail in San Jose; and the Los Gatos Creek Trail in Los Gatos, Campbell and San Jose.

While fire hydrants are not considered useful along the entire length of the proposed trail, two new hydrants are included in the project at strategic locations along the proposed trail for connection or to fill water trucks. One hydrant, which is included in the project description in the Draft EIR, is on El Camino Real where the proposed trail passes through. The second new hydrant, added as an additional mitigation measure as recommended by the City of Mountain View Fire Department, is proposed on the east side of State Route 85, south of Village Court near the existing gap in the sound wall providing access to the trail. These hydrants will provide a water source on both sides of State Route 85 for fire trucks and water trucks to refill.



- Closing the Trail During Fire Season

Another recommendation in the 2001 Fire Protection Plan not included in the Draft EIR Emergency Services Study is closing the trail during fire season based on daily fire weather forecasts. The City of Mountain View Fire Department determined that closing the proposed trail during fire season is unnecessary because it has not been necessary to close the completed reaches of the existing trail during fire season. The City has not had a problem during fire season on other parts of the existing trail. In addition, Creek trails in other jurisdictions (such as the Los Alamitos Creek Trail, the Coyote Creek Trail and the Los Gatos Creek Trail) remain open all year long.

To further improve fire safety for the proposed project area, two additional mitigation measures have been added to the proposed project as follows:

- As mentioned above, a second fire hydrant will be added south of Village Court.
  - Provide new sound wall openings between Village Court and Permanente Creek bypass channels.
- Fire Risk from Trail Users

A number of comments raised the concern of additional people in the project area increasing the risk of fire danger. Trail users actually decrease rather than increase fire danger as reported by the City of San Jose Parks Manager, Town of Los Gatos Park Rangers and City of Campbell Program Manager. These officials all indicated that the presence of trail users discourages unlawful activities, including intentionally set fires that typically occur in areas where there are no witnesses or the chance of being observed is remote. The City is in agreement with this observation based on its own experience with the existing reaches of the Stevens Creek Trail.

Additional information about the Fire Protection Plan and the ESS is included in response to Comment 24A in Exhibit 4.

#### Safety and Security Comments

The City received several comments regarding safety and security concerns associated with the proposed trail extension. These concerns relate to the potential the trail will

bring undesirables into the neighborhood. As discussed in the Draft EIR, the existing Stevens Creek Trail generates a minimal number of calls for Police service. When compared to overall Mountain View crime statistics, the existing trail generates a very small percentage of City-wide crime reports. Although the Mountain View Police Department anticipates a trail extension will generate calls for service, it is their professional opinion the proposed trail will not generate any more activity than what has been observed on the existing trail.

To further improve safety and security of the trail, the proposed project includes a call box system that will automatically connect to the Emergency Communications Center and would also include mile markers to allow trail users and emergency personnel to determine exact locations where emergency assistance may be needed. At locations next to steep banks, fences would be installed to deter people from climbing down the creek bank. Furthermore, lighting would be installed in the tunnel under El Camino Real.

#### Riparian and Wildlife Habitat Comments

A substantial number of comments were received from individuals, interest groups and public agencies about the project impacts on the creek habitat, including the effect on creek water temperature by removing trees that shade the creek. Such trees provide shaded riverine aquatic (SRA) habitat. Some aquatic species, such as steelhead trout, need relatively cool water to survive and, therefore, could be adversely impacted by the removal of trees that provide SRA habitat. SRA habitat is measured as the length of shaded creek bank that is affected.

Riparian habitat is comprised of trees, shrubs and other habitat that occurs below the tops of the creek banks or extends uninterrupted from below the top of bank to beyond the top of bank. For the purpose of quantifying project riparian impacts, riparian habitat is measured in acres.

The preferred alignment described in the Draft EIR would have impacted an estimated 0.83 acre of riparian habitat and 423 linear feet of SRA habitat. In relation to the entire creek corridor within the proposed project limit (1.7 miles), these impacts are relatively small. With the modified trail alignment at Crossings A7 and A9 described above, project impacts to riparian habitat are reduced to 0.31 acre (a 63 percent reduction), and impacts to SRA are reduced to 144 linear feet (a 66 percent reduction).

The SRA habitat impacted by the proposed project will be replaced at a ratio of 2:1; although, as noted in the Draft EIR, it will take a number of years for replacement trees

to provide shade over the creek. It is worth noting that Stevens Creek is normally dry in the summer when shade to control water temperature is most critical. The SCVWD, which controls the flows in the creek, confirmed this normal operation in their comments on the Draft EIR. Riparian habitat impacted by the project will be replaced at a ratio of at least 2:1.

Along the majority of the length of the proposed trail, there are no impacts to riparian habitat or creekside trees. A master response to comments about riparian and wildlife habitat is in Section II of Exhibit 4.

#### Geological Impact Comments

The City received a number of comments on potential geological impacts. The proposed trail along the preferred alignment of Reach 4, Segment 2 is mostly set back from the creek and, therefore, does not impact creek bank stability. From a geological impact standpoint, the most challenging area is the section between Village Court (A7) and the Permanente Creek bypass channel (A9) on the east side of State Route 85. Along this section are stretches where the top of the creek bank is very narrow (about 10' from the sound wall) and the banks are steep.

As previously discussed, with the modified alignments at A7 and A9, the trail could be constructed on a structure supported by piers or by the foundation of a reconstructed sound wall. Piers would be constructed in spots where the tops of bank are wide, and the structure would span the narrow section of the tops of the bank to avoid destabilizing the creek bank. Alternatively, the support for the structure could be cantilevered from the foundation of a reconstructed sound wall and span the critical creek bank sections, avoiding the need for retaining structures on the bank.

In addition to design considerations, the project with the modified alignment proposes to construct the trail structure at A7 and A9 from the freeway side of the sound wall rather than from the relatively narrow creek bank, avoiding equipment in the creek and creek banks.

#### Traffic and Parking Comments

The City received several comments concerning potential traffic and parking impacts. The evaluation of the proposed project's potential impact on traffic and parking in the Draft EIR was supported by data from trail use surveys of the existing reaches of the Stevens Creek Trail. Data on how users get to the trail and the number of cars parked at

existing trailheads (Whisman and Landels) and neighborhood access points (Creekside and Central) at any one time were collected.

The evaluation estimated that the proposed project would generate approximately 50 to 65 trail users in the peak hour and approximately 400 to 500 daily users, each at the Yuba Drive and Mountain View High School trailheads. Similarly, the proposed project would generate approximately 40 to 50 trail users in the peak hour and approximately 300 to 400 daily users at each neighborhood access point.

Based on the observed mode of access to the trail, the majority of the trail users access the trail by walking or biking. Only about 3 percent of the trail users would get to the trail by car. Therefore, the project is estimated to generate approximately 2 peak-hour vehicle trips and approximately 10 to 15 daily vehicle trips at each of the access points.

The Draft EIR concluded that the estimated project contribution of traffic to local streets on a peak-hour or daily basis would be negligible compared to the existing traffic volumes on the streets. Similarly, parking demand due to the project would be insignificant with an estimated demand of four to six parking spaces at trailheads and about one space at neighborhood access points.

#### Cumulative Impact Comments

CEQA requires the analysis of cumulative impacts that would occur independent of, but during, the same time frame as the project in order to minimize the potential that large-scale environmental impacts would be ignored due to the project-by-project nature of analysis contained in EIRs. Cumulative impacts do not need to be analyzed in as great a detail as project impacts, but are to be "guided by the standards of practicality and reasonableness" [CEQA Guidelines §15130(b)]. A number of commenters were of the opinion that the cumulative impacts analysis in the Draft EIR is not sufficient. The cumulative impacts analysis has been expanded to provide more detail about other past, present and reasonably foreseeable future projects that may have similar impacts to the proposed project. Notable among these projects are previous reaches of Stevens Creek Trail and the Evelyn Avenue bridge widening over Stevens Creek.

Many of the impacts of these past projects were short-lived construction-related impacts such as noise and dust from construction equipment and traffic related to construction operations. These impacts end with the construction and, therefore, do not contribute to similar impacts of the proposed project. Some of these projects had longer-term impacts to the creek corridor, including the removal of trees and impacts to SRA habitat. These impacts were, or will be, mitigated, including tree planting and replacing

habitat in amounts greater than those impacted, resulting in a net increase in creekside trees and SRA habitat. A master response to cumulative impacts comments is in Section II of Exhibit 4.

### **REGULATORY AGENCY CONSULTATION**

A key element to the success of the modified alignments at A7 and A9 is construction from the freeway side of the sound wall to lessen impacts to the creek and riparian habitat. Construction from the freeway side of the sound wall and building the trail between the existing sound wall and freeway require Caltrans and Valley Transportation Authority (VTA) approvals. On September 25, 2003, City staff met with Caltrans and VTA staff to review the modified trail alignments. Caltrans staff addressed the permits that would be necessary for routing the trail in the Caltrans right-of-way and was open to construction from the freeway side of the sound wall. VTA staff indicated no objections to the modified alignments as they do not affect future plans to widen State Route 85.

On October 2, 2003, City staff met with SCVWD to review the agency's comments on vegetation and wildlife impacts for the area between Village Court and the Permanente Creek bypass channel. District staff stated that the modified alignments do not conflict with SCVWD's regulations or future plans. Encroachment and construction permits will be required from SCVWD, California Department of Fish and Game (CDFG), Regional Water Quality Control Board (RWQCB), Caltrans and United States Army Corps of Engineers (USACE).

### **CONCLUSION AND NEXT STEPS**

The project Draft EIR adequately addressed all environmental issues associated with the construction of Stevens Creek Trail, Reach 4, Segment 2 and found that all environmental impacts can be reduced to less than significant with a number of mitigation measures that will be included with the project.

Comments on the Draft EIR expressed concerns about public safety, riparian and wild-life habitat, geologic impacts, traffic and parking, and cumulative impacts. Additional engineering and biological analysis commissioned by the City resulted in a modified project alignment in critical areas that significantly reduce project impacts.

The conclusions from these findings are:

1. Construction of a 1.7-mile creek trail, along with the proposed mitigation measures in the Final EIR, will satisfy the project objectives and also meet the requirements of the CEQA by minimizing environmental impacts.
2. All mitigation measures outlined in the Final EIR are beneficial to the project for compliance with CEQA Guidelines and should be adopted as part of the Stevens Creek Trail, Reach 4, Segment 2 project.

Staff plans to present the Final EIR to the City Council for certification in June 2004.

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- Figures:
1. Feasibility Study Alternatives
  2. Preferred Alignment
  3. Description of Other Alternatives and Comparison to Proposed Project
  4. Modified Alignment – Village Court to Permanente Creek Bypass Channel

- Attachments:
- Exhibit 1: Noticing Area
  - Exhibit 2: June 27, 2001 Staff Report and Council Meeting Minutes
  - Exhibit 3: Project Chronology
  - Exhibit 4: Draft Sections I and II from Draft Final EIR

cc: Ms. Jodi Starbird – David J. Powers and Associates

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APWD – Ko, CPE, PM – Kim, SAA – Irwin, Project File, Chron